4.0 Environmental Consequences

4.0 ENVIRONMENTAL CONSEQUENCES

Section 4.0 of this EA provides an analysis of potential environmental impacts of the proposed action and the no action alternative. As outlined in the DO-I2 Handbook/NPS Compliance Procedures, each resource topic for which a quantifiable impact may result has been evaluated for the following:

- Duration of Impact: whether the impact would occur in the short term or the long term.
- Intensity: whether the impact would be negligible, minor, moderate or major.
- Type: whether the impact would be beneficial or adverse to the natural, cultural or social environment.

This EA evaluates potential cumulative impacts of the proposed action based upon effects of other past, present, and reasonable foreseeable actions. A comprehensive discussion of cumulative impacts on each resource topic is provided in Section 4.11.

4.1 Populations and Neighborhoods

4.1.1 Proposed Action

4.1.1.1 Impacts on Populations Served by Glendale Park

As was previously described in Section 3.1.1, Glendale Park is located within Census Tract 3421, which has a population of 7,809 residents and a total of 3,207 housing units. It is likely, however, that users of Glendale Park do not all live within Census Tract 3421, but in fact visit the park from various surrounding tracts. Users of Glendale Park probably include residents of the tracts that will be served by the replacement parks, since Glendale Park is a destination park.

The proposed action will not result in impacts to users of Lower Glendale Park. In the long-term, the users will lose access to the Glendale Park terraces but will benefit from access to recreation opportunities provided at the new high school. In addition, these users will benefit from the development of the 7-acre replacement park which is designed as a destination park.

4.1.1.2 Impacts on Populations Served by Replacement Parks

Demographic data collected for the three replacement parks shows that the neighborhoods in which parks are located are demographically similar to each other and to the Glendale Park neighborhood. The proposed action, therefore, does not place higher adverse or beneficial impacts on a particular demographic. In fact, similar populations will be served by all of the parks.

7-acre Replacement Park

The 7-acre replacement park is located adjacent to the census tract with the 1-acre replacement park. Therefore, it is expected that users from both census tracts will benefit directly from the construction of the 7-acre park. The addition of parkland in West Everett will result in long term beneficial impacts to the six residents per acre in Tract 3424 and the 30.5 residents per acre in Tract 3423. In addition, the 7-acre park will benefit all Everett residents because it is designed as a destination park.

1-acre Replacement Park

The 1-acre replacement park is located adjacent to the census tract with the 7-acre replacement park. Therefore, it is expected that users from both census tracts will benefit directly from the construction of the 1-acre park. The proposed action provides beneficial impacts on the neighborhood by providing new opportunity for active recreation in a neighborhood with higher population density than the area near Glendale Park.

Hale School Replacement Park

The Hale School replacement park will positively impact the neighborhood residents by eliminating a vacant school building and providing new parkland in a dense neighborhood.

4.1.2 No-Action Alternative

In the no action alternative, the users of Glendale Park will have access to recreation opportunity at Lower Glendale Park and the Glendale Park Terraces. The populations near the replacement parks will not benefit from the provision of new parks and the Glendale Park users will not have access to the large 7-acre park and the active uses provided at the 1-acre park.

4.2 Recreation

4.2.1 Proposed Action

4.2.1.1 Impacts on Citywide Supply of Recreation Land

The proposed action would result in the conversion of 4.4 acres of parkland at Glendale Park terraces for the construction of a new high school and the creation of three new replacement parks. The three replacement parks totaling 8.9 acres of active and passive recreation land will result in an increase in parkland and recreation opportunities in Everett. The construction of the three parks will assist the City in decreasing the deficit of parkland according to the national standard identified in Section 3.2.1.

4.2.1.2 Impacts on Glendale Park

Impacts on Glendale Park Recreation

The conversion of 4.4 acres of Glendale Park is considered to have a moderate impact given the topography and resources at Glendale Park terraces. The amount of outdoor recreation space at Glendale Park will decrease to approximately 6.26 acres for the same number of residents (approximately 7,800 within the Census Tract). Upgrades to Lower Glendale Park, the development of three replacement parks and access to recreation facilities in the new and existing high school will improve the City's existing recreation opportunities.

As outlined in Table 2-2, the proposed action will not adversely impact baseball diamonds, softball and little league fields, t-ball field, soccer, football and field hockey activities, walking paths and seasonal events at Lower Glendale Park.

The proposed action will result in beneficial impacts through the construction of an improved Tot Lot at Lower Glendale Park to replace the play area lost at Glendale Park terraces. In addition, the proposed action will have long term beneficial impacts through landscape design improvements at Lower Glendale Park as described in Section 2.2.1.1.

As described in Section 2.2.1.1 and outlined in Table 2-2, the proposed action will result permanent impacts to Glendale Park terraces by constructing a new high school and displacing court areas, walking paths and benches. Short term impacts include the removal of trees and landscaping and the relocation of the tot lot to Lower Glendale Park. Long term beneficial impacts of the proposed on Glendale Park terraces include the introduction of over 80 trees to Glendale Park terraces and the provision of 165 on-site parking spaces and 30 off-site spaces.

In addition to direct benefits associated with the proposed action, the conversion of Glendale Park will result in indirect benefits such as the construction of a Veterans War Memorial on Lot C and the construction of a 25,000 square foot field house in the new high school. These activities are described in Section 2.2.1.1.

Impacts on Glendale Park Public Access and Use

Access to Lower Glendale Park and use of the fields will not be impacted by the proposed action in that use of the recreation fields by the school will be unchanged from its current use after construction of the new high school. This is formalized in a Memorandum of Agreement between Everett Board of Public Works and Everett Schools Department, dated December 11, 2001 (Information Supplement, Attachments).

The proposed action will not change the hours of operation at Glendale Park. Access and utility at the Glendale Park terraces will be permanently impacted by the change of use from parkland to a new high school. To mitigate this impact, access to the new high school

will be made available to the public after school hours from 4:00 p.m. to 11:00 p.m. including use of the field house and, upon request for scheduled events, the library. The School Department budget will include funds to keep the field house open after school hours.

Impacts on Glendale Park Operation and Maintenance

The proposed action will not result in any long term impacts to maintenance of Lower Glendale Park which will continue to be maintained by the City Service Department.

A short term impact of the proposed action is the demolition of the Park Maintenance Building which occupies a portion of Glendale Park terraces. The City will relocate the maintenance uses to a new maintenance facility completed as part of the reorganized City Services Department. The new maintenance facility has space for all the park maintenance services currently located at Glendale Park.

4.2.1.3 Impacts of Replacement Parks

Impacts of Replacement Parks on Recreation

The development of the three replacement parks results in beneficial impacts on recreation opportunities, while adverse impacts are anticipated to be negligible. In the short term, a moderate increase in noise, traffic and impacts on air quality will result from construction of the replacement parks.

The replacement parks provide the following long term benefits to recreation:

- *New Parkland Acreage.* The proposed action will result in the creation of 8.9 acres (4.5 acres net new) of recreation opportunities in a City with substantial deficits in parkland facilities.

- *Increased Parkland Per Capita.* The replacement parks provide new parkland for approximately 11,500 residents within the Census Tracts of the 7- and 1-acre replacement parks and passive recreation for approximately 8,350 residents within the Hale School site Census Tract.

- *Increased Active Recreation.* The replacement parks provide increased active recreation in the form of one basketball court to replace the basketball courts lost at Glendale Park terraces and a roller hockey rink that can also serve as a tennis court to replace the lost tennis court. The roller hockey rink is a new recreation type provided in the replacement park. The 25,000 sf field house at the new high school will provide additional active recreation to replace the courts lost at the Glendale Park terraces as described above, and the field house at the existing high school will be made available for recreational purposes to the public as well.

- *Permanent Access.* The proposed action establishes permanent access to the 7-acre park through the requested MBTA easements and license granting ROW crossings and access to and enjoyment of previously unavailable recreation areas with a strong connection to the waterfront.

- *Introduces New Passive Recreation.* The 7-acre parcel represents the largest addition of parkland in Everett in 100 years and will allow passive recreation. The Hale School replacement park provides new green space at the Hale School site on a predominately impervious lot and provides new recreation opportunity currently unavailable in the neighborhood.

The deed governing the sale of the 7- and 1-acre replacement parks included provisions regarding recreational uses. These provisions will not impact the City's plan to develop recreation parks at the 7-acre parcel and the 1-acre parcel. A copy of the GE deed is included in Appendix F. Although the deed prohibits "food based use," e.g. food processing or restaurants, it does not preclude activities such as picnicking. In fact, there is no health based reason for preventing picnicking or similar activities at the replacement parks.

Table 4-1 provides a summary of recreation opportunity provided at the replacement parks.

Table 4-1: Proposed Uses at Replacement Parks

Proposed Uses	Type of Recreation Use
7-acre Replacement Park	
Walking, Running, Kite Flying, Dog Walking	Passive
Bicycling, Rollerblading	Passive
Sledding, Cross Country Skiing	Passive
Bird and wildlife watching	Passive
Picnicking or other food consumption	Passive
Sitting and Sunbathing	Passive
Informal Games (e.g. Frisbee, catch)	Passive
Concerts, readings, rallies, speeches, etc.	Passive
Use and enjoyment of Malden River through viewing areas, lookout point, interpretive signage, etc.	Passive
1-acre Replacement Park	
Basketball Court	Active
Tennis Court/Roller Hockey Rink	Active
Competitive Team Sports and Sports that Rely on Hard-Top Surface	Active
Hale School Replacement Park	
Walking Path	Passive
Bicycling, Rollerblading *	Passive
Informal Games (for picnicking, Frisbee, sunbathing etc.)	Passive

7-acre Replacement Park

As outlined in Table 4-1, the 7-acre replacement park will positively impact recreation opportunities by providing passive recreation opportunities. A beneficial long term impact is the provision of permanent visual access to and enjoyment of the Malden River as described in Section 2.2.2.

1-acre Replacement Park

As outlined in Table 4-1, the 1-acre replacement park will positively impact recreation opportunities by providing active recreation opportunities. The park will provide access to a basketball court as well as a convertible tennis court/roller hockey rink. Competitive team sports and sports that rely on hard-top surfaces will be allowed.

Hale School Replacement Park

The Hale School Replacement Park will result in long-term beneficial impacts on recreation opportunity. The 0.9 acre site will provide walking paths and open space areas. It is designed primarily as a passive recreation area. Bicycling and rollerblading through the park, as well as informal games such as Frisbee may occur.

Impacts of Replacement Parks on Public Access and Use

7-acre Replacement Park

The 7-acre replacement park will be open to the public from 7:00 AM to 9:00 PM.

The 7-acre replacement park is located at the southwest section of the City along an unused right of way (ROW) owned by the Massachusetts Bay Transportation Authority (MBTA). The ROW was formerly operated as a portion of the Saugus Branch of the Boston and Maine Railroad.

The City has secured two easements and a license from the MBTA to ensure long-term access to the 7-acre park at two points. The first location is a pedestrian crossing located near the Madeline English School and will serve as the primary pedestrian access route. A second access point, located south of the primary pedestrian path, is intended for emergency and maintenance vehicle access. Copies of the MBTA Board votes authorizing the crossing and the easements are included in Appendix H.

Although the MBTA vote reserves the right to terminate the surface right-of-way in the event that train service is re-established on the Saugus Branch, the vote conveys to the City perpetual easements both under and above the rail corridor. Thus, should train service ever be reestablished, the City would be able to construct a passageway either under or over the tracks to ensure continued access to the 7-acre replacement park.

However, the reestablishment of MBTA service on the right-of-way is considered highly unlikely. Indeed, the MBTA's 2002 North Shore Transit Improvement Project specifically evaluated restoring the Saugus Branch as a means of improving transit service north of Boston. "Appendix N" of the North Short Transit Improvement Project Scoping Document, included as Appendix L of this EA, concludes that the Saugus Branch alternative poses significant, environmental, social, and physical impacts and would prevent the implementation of the desired development of the Bike to the Sea trail. The MBTA is not considering this alternative further at this time.

As an additional reason why service restoration is unlikely, the MBTA is now engaged in negotiations to lease a portion of the Saugus Branch to the cities of Everett and Malden for use as a "bike-to-the-sea" trail, and has offered to lease the right-of-way to the City for a 99-year term. This has been offered as a "Category One" right-of-way that will allow Everett and Malden to secure federal funding under the TEA-21 program[1] for construction of the bike trail. According to the Bike to the Sea website and Congressman Markey's office, $1.3 million in federal funds for construction of the trail has been secured through appropriation bills. Congressman Markey is pursuing future funding opportunities. Everett would ensure that construction of the bike trail is compatible with its rights for at-grade access to the 7-acre parcel. Pertinent documentation on the Category One status of the lease is provided in Appendix M.

Finally, the MBTA provides adequate existing service in the area through the operation of two MBTA commuter rail lines (Haverhill/Reading Ling and Newburyport/Rockport Line), numerous bus routes (ten service Everett alone), and the MBTA Orange Line. Both the Orange Line and the Haverhill/Reading Line operate parallel to the Saugus Branch within a few hundred yards west of the inactive ROW.

Thus, in sum, the possibility that the MBTA might wish to reestablish rail service on the Saugus Line is de minimis.

1-acre Replacement Park

The 1-acre replacement park site is bordered by Tremont Street, a public way which will serve as the public access point for the site. The 1-acre replacement park will be open to the public between 7:00 AM and 9:00 PM.

Hale School Replacement Park

The Hale School replacement park site is owned by the City and bounded on four sides by public streets, thereby eliminating any concerns regarding long term access. The Hale School replacement park will be open from 7:00 AM to 9:00 PM.

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[1] Transportation Equity Act for the 21st Century

Impacts of Replacement Parks on Operation and Maintenance

The City Service Department will maintain the three replacement parks at an estimated cost of $1,000 per acre annually.

7-acre Replacement Park

At the 7-acre replacement park, the lawn area will be maintained with regular mowing two times per week from May to November and regularly scheduled aeration, fertilization, and seeding in the spring and fall. Landscaping will be maintained by mulching around trees and shrubs, planting flowerbeds in the spring, and pruning of trees and shrubs. The City Service Department will conduct regular fall and spring maintenance of benches, trash receptacles, lighting, and walkways. Section 2.2.2.10 describes the role of the City Services Department in maintaining and monitoring the 7-acre replacement park.

1-acre Replacement Park

Maintenance at the 1-acre park site includes annual replacement of basketball rims, basketball nets, the tennis net, and replacement and painting of hockey boards, as necessary.

Section 2.2.3.10 describes the role of the City Services Department in maintaining and monitoring the 1-acre replacement park.

Hale School Replacement Park

The lawn area at the Hale School replacement park will be maintained with regular mowing two times per week from May to November and regularly scheduled aeration, fertilization, and seeding in the spring and fall. Landscaping will be maintained by mulching around trees and shrubs, planting flowerbeds in the spring, and pruning of trees and shrubs. The City Service Department will conduct regular fall and spring maintenance of benches, trash receptacles, lighting, and walkways.

4.2.2 No Action Alternative

The no action alternative assumes that existing conditions remain the same. This alternative would not result in any adverse or beneficial impacts to recreation. The conversion of 4.4 acres of Glendale Park terraces would not occur and there would be no impacts associated with the operation of the high school, such as visual, noise, and traffic impacts. The beneficial impact of the development of the three replacement parks would not be fulfilled. The 7- and 1-acre replacement park parcels would remain undeveloped as unused former industrial land and the Hale School site would be used for a public use, yet to be determined by the City.

4.3 Environmental Justice

4.3.1 Proposed Action

Adverse impacts on environmental justice are negligible in that the proposed action will not result in any disproportionate effect on minority populations or income levels. Neither the new high school nor replacement park use will impose an adverse health or environmental effect on nearby populations. Hence, the new high school and replacement parks are in compliance with Executive Order 12898, Environmental Justice. This Environmental Assessment will be available for public review and comment. This review process, plus the extensive public review within the Commonwealth (see documents listed in Section 6) is intended to result in fair treatment and meaningful involvement of the public.

The construction of a new high school and three replacement parks will provide the following long term beneficial impacts:

- increase access to quality education by providing a state of the art high school in a centrally located, densely populated area of Everett;
- provide increased per capita parkland and new recreation opportunities at the replacement parks;
- redevelop "brownfield" sites to parklands;
- provide amenities to the neighborhood near the new high school including access to the school library for community meetings, new indoor field house and access to lockers and shower facilities; and
- converts a lot with a vacant school building to quality passive recreation space.

4.3.1.1 Impact on Environmental Justice at Glendale Park

The conversion of the Glendale Park terraces will not result in substantial disproportionate impacts on minority and disadvantaged populations. Generally, the population in the area near Glendale Park is similar to populations near the replacement parks in terms of employment and income. Glendale Park residents have a higher rate of children below the poverty level than populations near the 1-acre and Hale School sites, however the rate of children in poverty is similar to the percentage of impoverished children near the 7-acre park. The population near Glendale Park has a higher percentage of white residents than the replacement park sites. Based upon these data, the proposed action does not impose disproportionate adverse benefits on the population living near Glendale Park.

4.3.1.2 Impact of Replacement Parks on Environmental Justice

Demographic data collected for the three replacement parks shows that the neighborhoods in which the parks are located are demographically similar to each other and to the Glendale Park neighborhood. The proposed action, therefore, does not place higher adverse or beneficial impacts on a particular demographic group. Similar populations will be served by all of the parks.

7-acre Replacement Park

The population near the 7-acre replacement park site is similar to the population near Glendale Park with the exception of income. The median income of residents near the 7-acre park is approximately $35,000 which is substantially lower than near Glendale Park, where median income is approximately $42,000. The proposed action will positively impact the lower income residents living near the 7-acre replacement park by providing new recreation opportunities.

1-acre Replacement Park

The population near the 1-acre replacement park site is similar to the population near Glendale Park with the exception of extra income provided by social security, supplemental security income, public assistance or retirement income and poverty level. The residents near the 1-acre park receive lower levels of income assistance. In contrast, only 9% of children near the 1-acre park are living below the poverty level but approximately 17% are living in poverty near Glendale Park. The proposed action will positively impact the residents that receive additional benefits. An adverse impact is the loss of recreation for a larger percentage of children living below the poverty level near Glendale Park. Those children, however, will continue to have access to Lower Glendale Park. The residents near the 1-acre park will gain new recreation opportunities.

Hale School Replacement Park

The population near the Hale School replacement park site has lower rates of unemployment and fewer residents that receive social security, supplemental security income, public assistance or retirement income. In addition, the population near Glendale Park has a higher percentage of children living below the poverty level. An adverse impact is the loss of recreation for a larger percentage of children living below the poverty level near Glendale Park. Those children, however, will continue to have access to Lower Glendale Park. The residents near the Hale School park will gain new recreation opportunities.

4.3.2 No Action Alternative

The no action alternative would not contribute the benefits to environmental justice associated with the construction of the new high school or replacement parks. High school

students would not have the opportunity for improved education facilities. Access to increased recreation opportunities would not be realized. The existing Hale School would not be converted to a park for public enjoyment and would ultimately be used for another public purpose to be determined by the City.

4.4 Aesthetics

4.4.1 Proposed Action

The proposed action will result in moderate impacts on aesthetic resources at Glendale Park and beneficial impacts at the three replacement parks.

4.4.1.1 Impacts on Glendale Park Aesthetics

The proposed action results in moderate short term adverse impacts on aesthetics due to the 30 month construction period required to demolish existing terraces and build the new high school. Long term adverse impacts of the proposed action on aesthetic resources at Glendale Park are primarily confined to the terraced area. The lower field area will remain essentially the same with a few upgrades and improvements. Impacts to the terraces consist of alteration to the landscaped areas, the recreation courts, demolition of the Tot Lot, and eliminating views of the City of Boston from the Glendale Park terraces.

The design of the new high school will mitigate impacts on aesthetics through massing, materials, fenestration, and organization intended to be sensitive to the character of Lower Glendale Park. Three perspective drawings of the park and proposed new High School are provided in the Supplemental Draft EIR, Appendix C.

Massing. The proposed building is set within the slope of the hill so that only one story is exposed above grade at the higher point of Gledhill Avenue to the northwest end of the building and 2-3 stories at the lower point of Gledhill Avenue to the northeast end of the building. Six stories will be visible from Lower Glendale Park but the façade steps back in successive stories from the park reducing visual impacts.

Materials. The materials of the proposed new high school are respectful of adjacent brick structures and the existing stone terraces. The colors are from a natural palette to reflect the building's position overlooking Glendale Park.

Fenestration. Window placement reduces the scale of the building in three ways. First, the top floor is almost entirely windowed, thus creating a clerestory effect and reducing the perceived height of the building. Second, vertical glass at stairways divides the mass horizontally to reduce the perceived length of the building and create the effect of a cluster of smaller buildings. Third, windows are single hung or casement windows divided by mullions into small panes, similar to the type and proportions of residential windows.

Building Organization. A key component of the building organization is a central terraced atrium space that recalls the existing terraces, and links Gledhill Avenue to Glendale Park. The atrium space is thirty feet wide with full height windows at Gledhill Avenue and Glendale Park, allowing views of Glendale Park through the atrium from Gledhill Avenue. The library, which would be available upon request for community meetings, affords panoramic views of the City of Boston.

4.4.1.2 Impacts of Replacement Parks on Aesthetics

7-acre Replacement Park

Short term construction impacts will be outweighed by long term beneficial impacts on aesthetic resources at the 7-acre replacement park. Construction will result in views of construction equipment and activity. In the long term, the aesthetic appearance of the site will be improved from an industrial site to a parkland with walking paths, wildflower areas, lookout point, and open fields.

1-acre Replacement Park

In the short term, construction will adversely impact aesthetic resources by resulting in views of construction equipment and activity on the site. In the long term however, the 1-acre replacement park provides benefits by reclaiming a former industrial site and providing active recreation courts and landscaping.

Hale School Replacement Park

Short term impacts on aesthetics associated with the Hale School replacement park results from demolition and construction equipment on the site. In the long term, the demolition of the existing vacant school and the provision of a new open space area for the neighboring residential community will increase the aesthetic value of the site through provision of landscaping and open fields.

4.4.2 No Action Alternative

The no action alternative will maintain existing conditions at Glendale Park terraces with its maintenance building, steep slopes and sparsely landscaped passive recreation areas. Views from Gledhill Avenue will remain.

The no action alternative prevents the development of the positive aesthetic resources associated with the establishment of local passive and active recreation areas. The 7-acre and 1-acre replacement parks will remain fenced and off-limits to the public. The grounds of these parcels will remain partially paved with no landscaping or recreation opportunity. The Hale School site would not be used for a park and would likely be sold by the City for private development.

4.5 Noise

4.5.1 Proposed Action Noise Environment

4.5.1.1 Impact on Glendale Park Noise

Noise from operation of the new high school may arise from mechanical equipment at the school. Impacts of the proposed action should be minor in nature and at levels consistent with or lower than existing condition sound levels. Additional vehicular traffic noise from operation of the new high school is expected to be minor, as the City does not provide bus service. Most students will walk to school. The additional car traffic accessing the school at the former Glendale Park terraces may have a minor increase on ambient noise levels during the peak hours (start and end of the school day), which are currently 55-60 dBA (see Table 3-3). The sound levels at Lower Glendale Park may also experience a minor increase in noise levels during the peak hours (start and end of the school day). However, traffic noise is also a function of vehicle speed which is relatively low in the area around the new high school. No adverse effect on noise is anticipated from operation of the new high school.

4.5.1.2 Impact of Replacement Parks on Noise

7-acre Replacement Park

Long term impacts on noise at the 7-acre replacement park are expected to be negligible in that mid-day sound levels measured at the existing Glendale Park were 55 dBA which is the same as mid-day sound levels measured at the replacement park sites. Therefore, noise at the 7-acre replacement park site will be compatible with the current noise environment.

1-acre Replacement Park

Long term impacts on noise at the 1-acre replacement park are expected to be negligible in that mid-day sound levels measured at the existing Glendale Park were 55 dBA which is the same as mid-day sound levels measured at the replacement park sites. Therefore, noise at the 1-acre replacement park will be compatible with the current noise environment.

Hale School Replacement Park

Long term impacts on noise at the Hale School replacement park are expected to be negligible in that mid-day sound levels measured at the existing Glendale Park were 55 dBA which is the same as mid-day sound levels measured at the replacement park sites. Therefore, noise at the Hale School replacement park will be compatible with the current noise environment.

Construction Noise and Proposed Truck Route

The proposed action will result in minor short-term impacts as a result of construction traffic. The construction period workforce for the new high school will range from 30 to 80 persons, over a 30-month duration. Work hours will generally be from 7:00 a.m. to 3:00 p.m., which avoids peak hours for traffic in the vicinity. Parking for workers will be provided either on-site by using Russell Street as a temporary staging area or by establishing off-site parking. Workers in the construction industry tend to carpool, reducing potential traffic impacts. Some noise from the site construction will occur during the 30 month construction period. These will be relatively short-term in nature and will be typical for a construction site. Diesel-powered equipment will be fitted with proper exhaust mufflers, and construction hours will be limited to daytime only.

The primary short term impact is the trucking of fill from the new high school to the 7-acre replacement park over a period of two to four months but impacts are expected to be negligible. Trucks will access Route 16 from the high school site via Ferry Street (proceeding south). They will follow Route 16 west to Santilli Highway and proceed north through a temporary construction access point to the 7-acre replacement park. Existing sound levels along Ferry Street were measured at 65 dBA at 12:09 p.m. Using the worst-case assumption of 5 to 10 additional truck trips per hour on Ferry Street will produce a noise level of 62 dBA to 65 dBA respectively. Combining this with the current level of 65 dBA will yield a future sound level of 67 dBA to 68 dBA respectively. This is a 2-3 dBA increase. Sound level changes less than 3 dBA are imperceptible. In other words, the additional noise from the construction truck trips will be insignificant when combined with current vehicular noise.

4.5.2 No Action Alternative

The no action alternative will maintain the existing noise levels typical of an urban environment. There will be no short term impacts associated with construction.

4.6 Traffic, Parking and Circulation

4.6.1 Proposed Action

4.6.1.1 Traffic Circulation and Parking Impacts on Glendale Park

Proposed Action Construction Impacts

The proposed action will result in minor short term impacts as a result of construction traffic. The construction period workforce for the new high school will range from 30 to 80 persons, over a 30 month duration. Work hours will generally be from 7:00 a.m. to 3:00 p.m., which is earlier than peak hours for traffic in the vicinity. Parking for workers will be

provided either on-site by using Russell Street as a temporary staging area or by establishing off-site parking. Workers in the construction industry tend to carpool, reducing potential traffic impacts.

The primary short term impact associated with the proposed action is the trucking of fill from the new high school to the 7-acre replacement park over a period of two to four months. Conservatively assuming eight five-day weeks of fill relocation, the 40,000± cubic yards (c.y.) of fill will be moved at approximately 1,000 c.y. per day, in 50 trips per day, or about 6-10 trips per hour. Existing AM peak hour traffic volumes on Elm Street EB are 350 trips per hour, and on Ferry Street SB are 390 trips per hour (TIAS, Fig. 3).

Trucks will access Route 16 from the new high school site via Ferry Street and Vine Street (proceeding south). They will follow Route 16 west to Santilli Circle and turn onto Santilli Highway and proceed north along a temporary construction access road to the 7-acre replacement park. Trucks will not use Broadway (Route 99).

Traffic Impacts on Glendale Park

Without mitigation, the proposed action will result in moderate long term adverse impacts on traffic based upon increases in daily trips to and from the new high school. As set forth in the TIAS, the new high school is calculated to generate approximately 659 vehicle trips during the weekday AM peak hour (479 in and 180 out) and approximately 216 vehicle trips during the weekday PM peak hour (86 in and 230 out). Calculated peak-hour increases in study area intersections range from 15 to 105 vehicles per hour, with the exception of the Elm Street / Russell Street intersection, through which a majority of high school traffic will pass.

As set forth in the TIAS and Table 4-2 below, absent traffic mitigation, two intersections will be impacted and the Broadway / Ferry Street intersection will remain unchanged.

To minimize adverse traffic impacts, the intersection of Elm Street and Russell Street will be signalized. This results in 2004 PM peak hour operations of LOS B to D. Further, the Ferry Street / Elm Street signalized intersection will be modified, resulting in 2004 PM peak-hour operations of LOS D. Finally, the intersection of Broadway and Ferry Street will be modified by providing exclusive left-turn lanes on the Broadway northbound and southbound approaches, resulting in 2004 peak-hour operations of LOS C to D. *TIAS,* pp. 37-40.

Table 4-2: Intersections Impacted and Proposed Improvements

	2004 No-Build		2004 Build		2004 Build with Improvements	
Location/Peak Hour	LOS	Delay	LOS	Delay	LOS	Delay
Elm Street and Russell Street (unsignalized)	E	39.2	F	NC	D	28.1
Weekday AM	D	22.1	E	43.4	B	10.7
Weekday PM						

	2004 No-Build		2004 Build		2004 Build with Improvements	
Location/Peak Hour	LOS	Delay	LOS	Delay	LOS	Delay
Ferry Street / Elm Street (signalized)						
Weekday AM	F	NC	F	NC	D	35.8
Weekday PM	F	NC	F	NC	D	33.1

	2004 No-Build		2004 Build		2004 Build with Improvements	
Location/Peak Hour	LOS	Delay	LOS	Delay	LOS	Delay
Broadway / Ferry Street (signalized with improvements)						
Weekday AM	F	NC	F	NC	C	24.0
Weekday PM	F	NC	F	NC	D	25.3

NC = Not Calculated. Calculated delay is not meaningful when any V/C ratio exceeds 1.2 or the reciprocal of the peak-hour factor

Parking Impacts on Glendale Park

In the long term, impacts on parking at Glendale are expected to be minor. Based on 240 employees at the new High School and assuming that the same percentage of persons drive to the new high school as the existing school, parking demand is estimated at 208 spaces. Although estimated demand is 208 spaces, the new high school parking lot will include 165 spaces on-site to be off-set by a transportation demand management plan.

The following mitigation measures designed to lessen traffic, parking and circulation impacts will have long term beneficial impacts:

No Student Parking – The School Department will not provide any parking for students. The central location of the school will allow more students to walk to school. Parking spaces at the school will be limited to employees and visitors of the school.

Off Site Parking – The City will dedicate 30 parking spaces at the Hamilton School, located four blocks from the proposed site of the new high school.

Traffic Demand Management – The School Department has committed to implementing a transportation demand management (TDM) program to further reduce parking demand at

the school. TDM measures include a carpool coordinator, carpool education program, transportation survey, private carpools, vanpools/CARAVAN, preferred parking for high occupancy vehicles, guaranteed ride home, MBTA pass subsidy, secured bicycle storage and pedestrian access.

4.6.1.2 Impacts of Replacement Park Sites on Traffic Circulation and Parking

7-acre Replacement Park – Traffic Circulation and Parking

The proposed 7-acre replacement park will not result in changes to existing vehicle approaches. Traffic impacts of the 7-acre replacement park site will be minor because many park visitors will be area residents who will walk or bike to the parks. Residents from other areas of the City will have access to parking. In the long term, six dedicated spaces for the 7-acre replacement park will be provided at the new Madeline English School. Park users may also use the other 35 spaces at the school after school hours, on weekends and during summer months.

1-acre Replacement Park – Traffic Circulation and Parking

The proposed 1-acre replacement park will not result in changes to existing vehicle approaches. Traffic impacts of the 1-acre replacement park site will be minor because the majority of park visitors will be area residents who will walk or bike to the parks. The 1-acre parcel will include six spaces for park users. Park visitors can use readily available street parking along Tremont and residential side streets.

Hale School Replacement Park – Traffic Circulation and Parking

The Hale School replacement park will provide passive recreation opportunity and is not envisioned as a destination park. Therefore, the majority of park users will be residents who walk or bike from the adjacent neighborhoods and impacts on traffic circulation will be negligible. Twenty parking spaces at the Hale School site will be made available to area residents to alleviate the parking deficit in the neighborhood.

4.6.2 No Action Alternative

The no action alternative would result in no changes to the existing traffic patterns, vehicle trips, or parking demand for the areas around Glendale Park terraces, Lower Glendale Park and the three replacement parks. Parking congestion at the existing high school would not be alleviated. In addition, the traffic generated by construction trucks would not result. Therefore, the no action alternative would have no adverse or beneficial impacts on traffic generation, traffic circulation or parking. In addition, the signal improvements associated with the proposed action would not be realized.

4.7 Air Quality

4.7.1 Proposed Action

4.7.1.1 Impact on Glendale Park Air Quality

During the construction period of the new high school, short term adverse impacts on ambient air quality adjacent to the construction site may occur as a result of excavation, demolition, and transport of fill.

Adverse impacts on air quality at Glendale Park will be negligible given that impacts are limited to construction activities. The proposed new high school is not a major source of air pollution, as defined in the Clean Air Act. The new school will have state-of-the-art heating and ventilation systems to minimize emissions from operation of the building.

During the construction period of the new high school, temporary effects on ambient air quality adjacent to the construction site may occur. Impacts associated with construction activities will generate fugitive dust, which may result in localized increases in particulate levels. Principal on-site sources of particulates include the excavation process, a minimal amount of demolition, exposed aggregate and storage piles, and unpaved areas. For each source type, fugitive emissions will depend on such factors as the properties of emitting surfaces (e.g., soil silt content, moisture content, and volume of spoils), meteorological variables and the construction practices employed.

The primary impact on air quality results from the removal of over 40,000 cubic yards of material from the Glendale Park terraces. Exposed piles of earth are potential dust emitters during mechanical disturbance and transfer operations, as well as during high winds. Excavated material will be transported from the school to the parkland area by truck. Based on the volume of fill, capacity of truck and construction schedule, a maximum of 50 truck trips per day is anticipated to remove the soil. At this rate, removal of fill will take approximately two to four months. The trucks will be covered during transit to minimize fugitive dust emissions. A designated truck routes has been established to minimize disruption to nearby residences and businesses as shown in Figure 3-3.

The following mitigation measures will be included in the construction contract to reduce potential emissions and minimize impacts:

- provide daily street cleaning during the active excavation process;
- use wetting agents on areas of exposed soil on a scheduled basis;
- use covered trucks;
- minimize spoils on the construction site;

- monitor of actual construction practices to ensure that unnecessary transfers and mechanical disturbances of loose materials are minimized;
- minimize storage of debris on-site; and
- conduct periodic street and sidewalk cleaning to minimize dust accumulations.

Implementation of these mitigation measures will ensure that construction of the new high school will have a negligible short term effect on air quality.

Operation of the new high school will not result in long term impacts on air quality. The area around the new high school will also be a landscaped with a greater number of trees than currently existing at the Glendale Park terraces. The trees and vegetation will provide long term beneficial impacts.

4.7.1.2 Impact of Replacement Parks on Air Quality

7-acre Replacement Park

Short term construction impacts relate to the placement of fill from Glendale Park terraces. Soil transported to the 7-are parkland site will be stored on the site until the development of the replacement park. Depending on the construction start date, there may be a delay between the transport of material and start of park development. The City will be required to develop a Stormwater Pollution Prevention Plan (SWPP Plan) under the National Pollution Discharge Elimination System (NPDES) regulations implemented by the US EPA and the Massachusetts DEP. The SWPP Plan will describe the measures that will be taken to prevent migration of soils off site. The City will submit a notice of Intent to the DEP and EPA prior to construction to certify that a plan has been developed, is available for inspection on site, and will be implemented by the construction contractor. Measures typically used to control erosion include installation of a silt fence and/or haybale barrier around the perimeter of the 7-are site; installation of a construction entrance of crushed stone to prevent tracking of soils off site by truck deliveries; and covering the soil with plastic or seeded it with annual rye grass to quickly stabilize the site.

Operation of the 7-acre replacement park will not result in a long term adverse impacts to air quality. Once again, the concern for air quality will be short-term construction activities. The same measures described for construction of the high school will be applicable to the replacement parks. It should be noted the duration of construction at the 7-acre replacement park would be much shorter than the new high school.

Creation of the 7-acre replacement park will result in a net increase in green space and trees in the City. The trees and vegetation will provide long term beneficial impacts.

1-acre Replacement Park

Operation of the 1-acre replacement park will not result in a long term adverse impact to air quality. The parkland is not major new sources of pollution as defined in the Clean Air Act. Once again, the concern for air quality will be short-term construction activities. The same measures described for construction of the high school will be applicable to the 1-acre replacement park, however, duration of construction will be less than for the high school.

Creation of the 1-acre replacement park will result in a net increase in green space and trees in the City. The trees and vegetation will provide long term beneficial impacts.

Hale School Replacement Park

Operation of the Hale School replacement park will not result in a long term adverse impact to air quality. The parkland is not a major new source of pollution as defined in the Clean Air Act. The same measures described for construction of the high school will be applicable to the Hale School replacement park, however, duration of construction will be less than for the high school.

Creation of the Hale School replacement park will result in a net increase in green space and trees in the City. The trees and vegetation will provide long term beneficial impacts.

4.8 Hazardous Materials and Waste

4.8.1 Proposed Action

4.8.1.1 Impact of Hazardous Materials and Waste on Glendale Park

No adverse impacts on hazardous materials are anticipated as a result of the proposed conversion of Glendale Park terraces for use as a new high school.

4.8.1.2 Impact of Replacement Parks on Hazardous Materials and Waste

7-acre Replacement Park Site

No adverse impacts on hazardous materials are anticipated as a result of the project at the 7-acre replacement park. In fact, the proposed project will result in long term beneficial impacts on hazardous materials given the redevelopment of the former industrial sites for the 7-acre replacement parks and the further reduction of risk based on placement of an additional layer of clean soil on the site, increasing the barrier between contaminated fill and human contact. The remediation of the site will provide increased recreation opportunity in Everett. Additional information is provided in Section 2.2.2.

1-acre Replacement Park

The construction of the 1-acre replacement park will not result in adverse impacts on hazardous materials. The new park will result in long term beneficial impacts on hazardous materials given the redevelopment of the site from an industrial use and the further reduction of risk based on placement of an additional layer of clean soil on the site, increasing the barrier between contaminated fill and human contact. The remediation of the site will provide increased recreation opportunity in Everett. Additional information is provided in Section 2.2.3.

Hale School Replacement Park

No adverse impacts on hazardous materials are anticipated as a result of the demolition of the existing Hale School and the construction of the Hale School replacement park.

4.8.2 No Action Alternative

The no action alternative would eliminate the conversion of Glendale Park terraces and the construction of the three replacement parks. The 7- and 1-acre replacement parks would be remain undeveloped and would not be suitable for recreational use. The no action alternative would be the continued disuse of potentially valuable recreation land at the sites. The Hale School parcel would be sold for private redevelopment purposes.

4.9 Geology and Soils

4.9.1 Proposed Action

4.9.1.1 Impact on Glendale Park Geology and Soils

Short term adverse impacts on geology and soils at Glendale Park are expected to be minor and relate to the transport and handling of the excavated soil.

Construction of the new high school will disturb the geology and soils at the Glendale Park terraces. Approximately 40,000 cubic yards of fill will need to be transported from the Glendale Terrace site. The soil must be removed to allow the new high school building to fit into the site's topography and minimize the area of the park needed for the school. Placing the fill on the replacement parks will create the physical barrier, or cap on the existing soil, required to allow recreational use of the replacement parks under remediation plans proposed by the City.

The primary concern is the short-term impact that could result from removal and delivery of the soil to the replacement parks. Specific impacts on noise, traffic and air quality associated with the transport of soil and mitigation measures proposed to reduce impacts are described in Sections 4.5, 4.6, and 4.7.

4.9.1.2 Impact of Replacement Parks on Geology and Soils

7-acre Replacement Park

Short term adverse impacts on geology and soils at the 7-acre replacement park are expected to be minor and relate to the transport and handling of the excavated soil. In the long term there will be the beneficial consequence of capping the hazardous material located at the 7-acre site further reducing the potential for human exposure to the contaminants. Placing fill from Glendale Park terraces on the 7-acre replacement park will create the physical barrier, or cap on the existing soil, required to allow recreational use of the replacement parks under remediation plans proposed by the City.

The primary concern is the short-term impact that could result from removal and delivery of the soil to the 7-acre replacement park. Specific impacts on noise, traffic and air quality associated with the transport of soil and mitigation measures proposed to reduce impacts are described in Sections 4.6, 4.7 and 4.8.

1-acre Replacement Park

Short term adverse impacts on geology and soils at the 1-acre replacement park are expected to be minor and relate to the transport and handling of the excavated soil. In the long term there will be the beneficial consequence of capping the hazardous material located at the 1-acre site further reducing the potential for human exposure to the contaminants. Placing fill from the Glendale Park terraces on the 1-acre replacement park will create the physical barrier, or cap on the existing soil, required to allow recreational use of the replacement parks under remediation plans proposed by the City.

The primary concern is the short-term impact that could result from removal and delivery of the soil to the 1-acre replacement park. Specific impacts on noise, traffic and air quality associated with the transport of soil and mitigation measures proposed to reduce impacts are described in Sections 4.6, 4.7 and 4.8

Hale School Replacement Park

The development of the Hale School replacement park will not result in any adverse impact to geology and soils. The construction will require the demolition of the existing school building and subsequent landscaping of the site to convert the school use to parkland. The beneficial long term impact of this action is the creation of additional pervious surface and the addition of a natural landscaped setting to an urban environment.

4.9.2 No Action Alternative

No adverse short term or long term impacts on geology or soils would result from the no action alternative. The terraces would remain with no changes to the existing park

topography. In addition, the no action alternative would prevent the beneficial impact of remediating the 7-acre and 1-acre parks with soils from the terraces.

4.10 Public Safety

4.10.1 Impacts on Glendale Park Public Safety

The proposed project will result in beneficial impacts on public safety at Glendale Park by eliminating the terraces, the site of nuisance activity such as underage drinking, public intoxication and drug use. The new high school topography will be easier for the police department to monitor.

4.10.2 Replacement Parks

4.10.2.1 7-acre Replacement Park

Police protection in the area is adequate to provide necessary protection of public safety. The proposed action is not anticipated to provide any material impacts on public safety or the ability of the existing police force to provide adequate protection of its residents. The Everett Police Department will utilize SUVs, motorcycles, bicycle patrols, and the Marine Division's Police boat to patrol the 7-acre replacement park.

The 7-acre replacement has been designed to allow for full access for Police and Fire vehicles around the perimeter of the parks. Access is shown on Figure 2-3.

4.10.2.2 1-acre Replacement Park

Police protection in the area is adequate to provide necessary protection of public safety. The proposed action is not anticipated to provide any material impacts on public safety or the ability of the existing police force to provide adequate protection of its residents. The Everett Police Department will utilize SUVs, motorcycles, and bicycle patrols.

The 1-acre replacement park has been designed to allow for full access for Police and Fire vehicles around the perimeter of the park.

4.10.2.3 Hale School Replacement Park

Police protection in the area is adequate to provide necessary protection of public safety. The proposed action is not anticipated to provide any material impacts on public safety or the ability of the existing police force to provide adequate protection of its residents. The Everett Police Department will utilize SUVs, motorcycles, and bicycle patrols.

The Hale School replacement park has been designed to allow for full access for Police and Fire vehicles around the perimeter of the park.

4.11 Cumulative Impacts

This EA also evaluates potential cumulative impacts of the proposed action based upon impacts of other past, present, and reasonably foreseeable actions. No other projects in the vicinity of Glendale Park are currently under review by the City of Everett and the City does not anticipate any major new development in the vicinity of Glendale Park as the area is fully developed. A few potential projects are slated for development near the 7- and 1-acre replacement parks. Specific proposals include the TeleCom City development, redevelopment of the Old Lewis School and the Bike to the Sea trail.

TeleCom City is a joint project by the cities of Malden, Medford and Everett, overseen by the Mystic Valley Development Commission (MVDC), to construct a regional technology development project. The 200-acre TeleCom City site spans the three partnering cities and consists of blighted industrial land that once supported power generation and chemical production facilities. In the vicinity of the 7-acre replacement park, TeleCom is proposing a 75-foot wide riverwalk as well as some office or commercial development. The project is in the planning stages and the Everett portion of the project is not anticipated to be constructed in within the next five years.

The City is planning to sell the Old Lewis School for residential development. The site is located off Tremont Street on Floyd Street near both the 7-acre and 1-acre replacement parks. The site could accommodate up to nine single family residences.

The Bike to the Sea trail is a proposed bike path that spans from the City of Everett to the sea through Malden, Revere, Saugus and Lynn. Please see Section 4.2.1.3, above. Although this project will complement the recreation opportunities offered by the 7-acre and 1-acre parks, the proposed action is not contingent upon the funding or construction of the Bike to the Sea trail. The Bike to the Sea trail has secured $1.3 million in federal funds and in is final negotiations with the MBTA for access to the rail ROW (see Appendix H).

4.11.1 Short Term Cumulative Impacts

Short term cumulative impacts of the proposed action, TeleCom City, Old Lewis School, and Bike to the Sea trail are negligible. Any short term impacts associated with the projects would be related to construction. It is anticipated that the 7- and 1-acre parks would be constructed first, followed concurrently by the Bike to the Sea and the Old Lewis School development. TeleCom City construction will not occur within the next five years. Construction of the neighboring projects may result in temporary impacts, particularly air quality and noise impacts, on the 7- acre and 1-acre parcel. The City will work with developers of the other projects to ensure that short term construction impacts on the 7- and 1-acre replacement parks are mitigated.

4.11.2 Cumulative Impact on Populations and Neighborhoods

The cumulative impact of the proposed action on populations and neighborhoods is the long term beneficial impact associated with 4.5 net new acres of recreation land for all City residents. The conversion of Glendale Park and the provision of three replacement parks does not adversely burden the neighborhoods or populations. Residents near replacement parks will benefit from new recreation opportunities. Residents near Glendale Park terraces will lose some recreation opportunities but will have access to improvements at Lower Glendale Park. In addition, these residents will be located near the new 25,000 square foot field house at the new high school.

4.11.3 Cumulative Impact on Recreation

The cumulative impact on recreation of the proposed action, TeleCom City, and the Bike to Sea trail will be beneficial in that new interconnected recreation opportunities will be provided. The TeleCom City development will provide a riverwalk adjacent to the 7-acre replacement park thereby opening new access to the riverfront. The 7- and 1-acre replacement parks will also serve as potential stops along the Bike to Sea trail. The combined projects increase park acres and improve recreation opportunities. Residents of the redeveloped Old Lewis School will benefit from the recreation opportunities created by the projects.

4.11.4 Cumulative Impact on Land Use and Planning

The 7- and 1-acre replacement parks, Bike to the Sea trail and TeleCom riverwalk are consistent with SCORP and the City's Open Space and Recreation Plan in that they provide increased parkland, connected open space and improved access to the waterfront. These projects provide improved recreation opportunity for the southwest neighborhood, including the residents at the redeveloped Old Lewis School.

4.11.5 Cumulative Impact on Environmental Justice

The combined projects will provide more per capita parkland to residents, including the residents of the redeveloped Old Lewis School. The projects will not result in any disproportionate adverse impacts on minority populations or income levels. The projects will convert vacant contaminated industrial sites into parklands and office development.

4.11.6 Cumulative Impact on Aesthetics

The combined projects will result in beneficial long term impacts on aesthetics in the historically industrial area. The 7- and 1-acre replacement parks, TeleCom City riverwalk and the Bike to the Sea trail will provide new green space and reintroduce views of the riverfront. The projects will reactivate formerly industrial land with either fenced vacant lots or abandoned buildings.

4.11.7 Noise

The combined projects may result in some moderate cumulative impacts on noise near the replacement parks. Negligible increases in noise may result from limited traffic generated by the parks from active recreation at the 1-acre park. The Bike to the Sea trail may result in some noise, but impacts will be negligible. The new residential building at Old Lewis School and the proposed office development at TeleCom City will contribute increased sound levels resulting from building mechanicals and traffic. This noise would be consistent with a typical urban noise environment. The City will work with developers to ensure that any noise impacts of other development on the replacement parks will be mitigated and will substantially impact park utility.

4.11.8 Traffic, Parking and Circulation

The proposed action's contribution to cumulative traffic, circulation and parking impacts will be minimal. Primary access to the 7- and 1-acre replacement parks, Bike to the Sea trail and TeleCom City riverwalk will be by foot or bicycle with few impacts on traffic. The Old Lewis School will require parking to accommodate residents and will generate increased traffic along Tremont Street. It is anticipated TeleCom City offices will generate the most traffic of the three projects but vehicles will access and exit the office park primarily from improved roadway access from Santilli Highway and across the Malden River along a new access road. TeleCom City has been designed to avoid traffic impacts in Everett. The increased traffic associated with these projects is not likely to impact recreational uses. Adequate parking will be provided as part of the proposed action and the other projects.

4.11.9 Air Quality

The only contribution of the proposed action to adverse cumulative impacts would be in the short term during construction as described above in Section 4.11.1.

4.11.10 Hazardous Materials and Waste

The combined projects will provide long term beneficial impacts on hazardous materials and waste through the remediation and redevelopment of former industrial sites for parkland, recreational use and offices.

4.11.11 Geology and Soils

The proposed action contributes long term beneficial impacts on geology and soils through the redevelopment of a brownfield site. The combined projects convert potentially hazardous industrial land to viable recreation areas and office space.

4.11.12 Public Safety

The proposed project will result in beneficial impacts on public safety at Glendale Park by eliminating the terraces, the site of nuisance activity such as underage drinking, public intoxication and drug use. The new high school topography will be easier for the police department to monitor.

5.0 Consultation and Coordination

5.0 CONSULTATION AND COORDINATION

This section presents a list of those consulted during the preparation of this EA.

City of Everett

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City Solicitor

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6.0 References

6.0 REFERENCES

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Glossary of terms and acronyms

ALJ	Administrative Law Judge
AUL	Activity and Use Limitation
CR	Conservation Restriction
CDBG	Community Development Block Grant
DEP	Massachusetts Department of Environmental Protection

DFW	Commonwealth of Massachusetts Division of Fisheries and Wildlife
EA	Environmental Assessment
ENF	Environmental Notification Form
EOEA	Commonwealth of Massachusetts Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
GE	General Electric Company
L&WCFA	Land and Water Conservation Fund Act
LSP	Licensed Site Professional
MBTA	Massachusetts Bay Transportation Authority
MCP	Massachusetts Contingency Plan
MDC	Metropolitan District Commission
MEPA	Massachusetts Environmental Policy Act
MHC	Massachusetts Historical Commission
MOA	Memorandum of Agreement
MVDC	Mystic Valley Development Commission
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
RAM Plan	Release Abatement Measures Plan
RAO	Response Action Outcome
RDA	Request for Determination of Applicability
ROW	Right of Way
SCORP	Statewide Comprehensive Outdoor Recreation Plan

SWPPP	Stormwater Pollution Prevention Plan
TIAS	Traffic Impact and Access Study